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COPY

March 19, 2002

Via Mail and Fax (217) 785-7404

Mr. Kevin Sharpe
Director of Processing
Illinois Commerce Commission
527 E. Capitol Avenue
Springfield, IL 62701

RECEIVED
MAR 27 2002

Illinois Commerce Commission
RAIL SAFETY SECTION

Re: T01-0029

Request for Activation of Horn System

Dear Mr. Sharpe:

On March 19, 2002, representatives of the Illinois Commerce Commission, IDOT, the Village of Mundelein, and Wisconsin Central Ltd. met and conducted testing of the automated horn system for the Village of Mundelein as required in the Commission's Interim Order in the above-referenced docket dated April 25, 2001.

The testing was a success and, pursuant to the same order dated April 25, 2001, this letter serves as notice that the horns are ready to be placed into service. They have been inspected and approved for activation. We request authorization to place them in service.

We look forward to receiving the authorization to place these horns in service. Feel free to call me if you have questions. Enclosed is a copy of the General Order we will issue.

Sincerely,

Michael J. Barron, Jr.
Counsel for Wisconsin Central Ltd.

Encl.

cc: Mr. Michael Stead, ICC (via fax [217] 785-7404)
Mr. Bob Berry, ICC (via fax [217] 785-7404)
Mr. Chris Urban, Canadian National/Wisconsin Central
Mr. Rich Miller, Canadian National/Wisconsin Central
Mr. Jack Palach, Canadian National/Wisconsin Central
Mr. Martin G. Buehler, Lake County
Mr. Ken Marabella, Village of Mundelein
Mr. Michael Hine, IDOT
Mr. Darrell W. McMurray, IDOT
Mr. Dennis Mogan, Metra
Mr. Robert Meyer, FRA
Mr. Kurt Anderson, Railroad Controls Limited

DOCKETED

MS
BB

Des Plaines Former siding is OOS. Form GX Procedures apply at Algonquin Rd. (MP 22.32), Lee St, and (MP 22.56) and Graceland Ave. (MP 22.67) on former siding.

South Wheeling The NWD absolute signal has been moved 500 feet SWD to the W side of the MT and the SWD absolute signals have been moved 100 feet NWD.

The SWD absolute signal for No. 1 MT will temporarily display the following signals for SWD movements to the single track:

Rule 236	Figure 2	Diverging Clear
Rule 238	Figure 1	Diverging Advance Approach
Rule 239	Figure 1	Diverging Approach
Rule 243	Figure 1	Diverging Approach Restricting
Rule 240	Figure 10	Restricting
Rule 242	Figure 2	Stop

MP 24.7 MT uses diverging route (turnout side) of switch. Sw is lined, locked and spiked for this MT movement and Green sw target is displayed accordingly.

MP 24.7 – MP 26.2 MT is shifted to new alignment between MP 24.7 and MP 25.2. Old MT extending north from sw at MP 24.7 to track shift at MP 25.2 is OOS. All automatic warning devices are OOS in this track segment. Signals 248/249 remain in service, located west of the old MT.

MP 27.3 New sw is OOS, lined, locked and spiked for MT movement.

Wheeling Wabash Switch No. 1 Main MP 29.3 is out of Service
Tomoegawa Switch No. 1 Main MP 29.1 is out of Service

MP 37.37 – MP 42.38 The CN WC Divn is participating in a State of Illinois-sanctioned project regarding grade crossing safety in the Mundelein area. Automated Horns have been installed at 9 crossings between, and including, Butterfield Road and Peterson Road, located between MP 37.37 and MP 42.38. These horns are located at the grade crossings and are directed at the highway users. There is a Confirmation Signal (an orange "X") that will be flashing when the system is function properly. In this case the engineer will not have to blow the train whistle except as noted below. This signal is visible under normal conditions from the approaches to the crossing.

A special whistle post is in use to designate these grade crossings. It is called a **Conditional Whistle Post**, and consists of a "W" inside a larger "C".

Where **Conditional Whistle Posts** are in use, the whistle will not be sounded except as follows:

- In case of an emergency or if the engineer perceives a possible dangerous situation.
- Confirmation signal not flashing or not visible.

This Automatic Horn System is now in service. Any problems, concerns or questions that may arise with the Automatic Horn System should be addressed to Superintendent Rich Miller at Shops Yard.

North Lake Villa	Where the Vulcan Materials track crosses Wall St., due to short signal starts, be governed by Rule 6.32.2, 2 nd paragraph.
MP 64.4 -- MP 147.0	Not all speed signs above 50 MPH have been placed and will not be placed until further notice. Maximum speed for all trains except passenger trains is 50 MPH. Until further notice, temporary MT speed restrictions below 50 MPH will display green flags to indicate the end of the speed restriction unless otherwise provided by Rule 5.4.5 or track bulletin or general order.
Silver Lake	Controlled siding is non-bonded until further notice.
Burlington	No. 2 & No. 3 team tracks behind depot are out of service, switches are spiked. General Order board has been placed in service at the depot.
Duplainville	Regarding timetable special instruction on page 6 concerning hand operation of east siding switch: When the CP connection switch is lined toward the railroad crossings (lined toward Waukesha), permission must be received directly from the CP dispatcher to pass signals displaying STOP indication even if the east siding switch is in hand operation.
Shops Yard	When bringing locomotives to the engine facility, crews will take power through the Sludge track from north to south. Upon reaching the south end of the Sludge track, power is to pull south of the Horn Track just to clear the Sludge track. If unable to do this, contact the engine house foreman before leaving your power.

Timetable page 4, make the following changes:

In the Station Column:

Between Sussex and Rugby Jct., add:

MP 107.2 ____ ____ 0.6 North Sussex 51.2

At Rugby Jct., change "distance between" from 11.1 to 10.5